

GRUMMAN

plane news

Vol. 32, No. 16, Bethpage, N. Y., September 14, 1973



Ready F-14B for flight. They've been especially busy these past couple of weeks at the flight test center at Calverton preparing the F-14B for its initial flight. This Navy/Grumman F-14B is equipped with two Pratt & Whitney F-401-PW-400 advanced technology engines of 28,000 pounds of thrust each. No exterior changes were required to fit the new engines into the basic F-14A airframe. The first flight of the F-14B will initiate a flight test program to evaluate the airframe-power plant combination. (Photo by Dick Sander)

Caution motor home buyers to 'look' for safe construction

If you happen to be an over-the-road travel fanatic—especially one of those who does his wandering in trailers, campers, or motorhomes — you were probably hit right between the eyes if you happened to read Robert Lindsey's article in the N. Y. Times of Sunday, September 2. In the story, Lindsey addressed the subject this way;

"Homes on Wheels Called Road Risk"

And after that eye-opener, Lindsey went on to quote various sources to hammer home the point that many of the family-carrying vehicles are hazardous—and for any number of reasons. Unfortunately, while pointing out why some of these vehicles are dangerous—and naming names in some instances—Lindsey neglected to mention any of the firms who make it their business to produce safe, rugged, reliable motor homes. And Wells Darling of Grumman Allied kind of resents that.

To quote Lindsey: "Criticism is growing among many safety specialists that many motor homes and pickup trucks equipped with habitable 'camper' top offer little or no protection to occupants during an accident; that many have inadequate visibility, brakes and suspension systems, and that they pose other safety problems ranging from fire hazards to appliances that can become lethal projectiles after a collision . . .

"The Center for Auto Safety . . . alleged recently that, largely because of a lack of steel structural supports to protect occupants during a roll-over or side collision, the most widely-sold motor home . . . was perhaps the 'most unsafe vehicle on the road today'." (The company named—not Grumman Allied, by the way—denied the assertion.)

Recently, Wells Darling, a vice president at Grumman Allied Industries, had this to say:

"In selecting recreational vehicles, particularly motor homes, emphasis is



Picnic time. Whether you're on a vacation trip or on a one-day outing, the Grumman Motorhome offers your family a safe, sure way of traveling the nation's highways. This Grumman 21-footer, built by Grumman Allied, incorporates a number of safety features to afford your family greater protection, as well as comfortable living, during highway travels.

often placed on the 'recreational' and 'home-like' features. Fine; they're important. But concern for your family's safety also warrants taking greater interest in the *vehicular* nature of the vehicle. Although a motor home is automotive styled and rides more like a passenger car, we also utilize rugged truck construction in our motorhomes for safety and durability."

And then Darling provided a few tips for prospective motor home buyers:

Start where the manufacturer starts—with the chassis. Solid, safe motor home construction requires a specially designed chassis, according to Darling. Grumman Allied, well-known for their record in building Pearson Yachts and Olson Truck bodies, uses a rugged and easily serviceable chassis on its aluminum motorhome.

For instance, Grumman Allied's 21-foot model employs the new Dodge RM 350 chassis, designed for extra carrying capacity, driving efficiency, and rideability. Its maximum gross vehicle weight rating — the maximum recommended weight when fully loaded for a trip—is 12,000 pounds. With a full 35-gallon tank of gasoline, the Grumman 21 weighs 8,600 pounds, which leaves 3,400 pounds safe capacity for people and gear.

To power the 21 footer, Darling continued, Grumman uses Dodge's optional, big 440 cu. in. engine with automatic transmission. It provides the fully loaded vehicle with extra oomph and pep for quick pick-up and hills,

and cruises turnpikes comfortably at 60 mph.

Want to hear some more safety features of Grumman 21? Okay, here are additional ones:

A specially design torsion bar suspension system with heavy-duty shocks provides a smooth ride; it eliminates—even on turns—the bumps and sway often felt in a motorhome.

Grumman elected to use radial tires for all six wheels. The tire's polyester belts have road-holding power to cushion the ride and eliminate the stiffness and thumping often noticeable in the first five miles of driving.

Reliable braking power is a must for the heavy-weight load of a motor-

home, cautions Darling. And Dodge's front power-disc brakes with a vacuum booster system utilize engine power for better stopping capabilities than conventional disc brakes have.

Finally, though that ripple-free exterior is good looking, it also is made of aluminum plate with the strength of steel, but one-third the weight.

In closing, Wells Darling reminds prospective buyers that "Motorhomes are both trucks and passenger vehicles, and should be judged as such. Safe, well-designed and constructed vehicles are in the market to choose from; and it's the consumer's responsibility to be sure he's getting the best and the safest."

They're planning a campaign

Give a hoot, don't pollute!

That's the program Grumman Boats will promote in cooperation with the Forest Service of the U.S. Department of Agriculture through their dealers from coast-to-coast and Alaska. The program will be launched at the Marine Trades Exhibit and Conference in Chicago, September 21-23. Large 2½-inch, full-color flicker buttons will be given to each dealer and others who visit Grumman's display to spread the word of the program.

Dealers will be encouraged to promote the program to residents of their own areas. This is expected to help develop interest and awareness to the

task ahead: helping to improve and maintain the cleanliness of the waters and recreational areas of the nation.

And it doesn't stop there. Anyone writing to Grumman Boats, Marathon, N. Y., will receive—free—two decals for display. These four-inch decals are also in full color and can be displayed easily on cars, boats, brief cases, store windows . . . even envelopes and letterheads. The people at Grumman Boats hope that each person who displays a WOODSY OWL decal will be helping to educate others to the need for improving and preserving the cleanliness of our great outdoors.

How about you . . . are you doing your part?

GRUMMAN, September 14, 1973

plane GRUMMAN news

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Honor Rasmussen as lifesaver

Bill Rasmussen (L), Chief of Flight Safety at Grumman, is congratulated by Vice President George Skurla, general manager at Calverton, for a decision he made some months ago that saved the life of Walt Hudson, a supervisor in Photo Services.

Walt was on an aerial photo mission in an A-6 when the difficulty arose—he was on partial oxygen when the cockpit became depressurized—and the Intruder returned to base when the problem was discovered. As the plane rolled to a stop, it was evident that Hudson was in great distress. It was Rasmussen's alertness, prompt action, and proper diagnosis—he determined that Walt had the "bends"—that sent Hudson winging to a N.Y. hospital for treatment in a hyperbaric (decompression) chamber. Hudson made the emergency flight to Bethpage in the Grumman Beech Baron, piloted by Rasmussen, then transferred to a Coast Guard helicopter. He was landed at Central Park and rushed to Mt. Sinai Hospital.

It took Walt a couple of months to fully recover from the accident, but now he's okay and back on the job . . . and he and his family and his many friends at Grumman are mighty grateful that Rasmussen did some quick thinking.

Sellers in 'supporting' role

Dan Sellers, a technical service representative from Field Service, was recently awarded a certificate of commendation by Capt. G. W. Phelps, the Forces Supply Officers, Commander Naval Air Forces, Pacific. Sellers was cited for outstanding performance of duty during Project Leapfrog while serving as logistics service representative and for his assistance to A-6A and EA-6A squadrons at the Marine Air Corps Station at El Toro, Calif.

From beginning to end

Though it took awhile—nearly three months, in all—Dick Hubbard and Norman Gilliland completed a 2,575-mile canoe trip this summer, arriving at their destination, the Mississippi delta on the Gulf of Mexico, little the worse for wear. According to Hubbard's dad Charles who works in Tech Ops Administration, Plant 35, his son's main complaint was sunburnt lips—and that's not bad considering the two canoeists spent most of their journey paddling . . . from a kneeling position. Ouch!

The two had started their trip by purchasing a standard Grumman—natch!—17-foot canoe at Lake Itasca, Minn., headwaters of the Mississippi, on June 1. Then they were off and paddling. Of course, it wasn't a non-stop trek; the two young men stopped along the Mississippi every evening to eat—in some cases they shopped at supermarkets—and to sleep. And, according to Hubbard's dad, the two found the people along the way—including the "authorities"—to be very cooperative.

Oram, Rodriguez in new posts; elected vice presidents of G.I.I.

Grumman International President Bob Townsend recently announced the appointment of two new vice presidents for the Grumman Corporation subsidiary; Pete Oram and Joe Rodriguez.

Both men are 41 years of age and have participated in the Alfred P. Sloan Fellows program at M.I.T. But that is where the career similarity ends since both Oram and Rodriguez have followed entirely different routes of progression with the company.

After graduation from Colby College in Waterville, Me., in 1951, Oram served three years in the U.S. Air Force as a commissioned officer. He joined Grumman in 1959 and was assigned to correspondence in data management. In 1962 he became assistant contract administrator for the A-2F (A-6A) and the following year he became contract administrator for the E-2. In addition, he served as business manager for the E-2/C-2 until 1966 when he was appointed business manager of product support.

In 1967, he became assistant director of contracts for aircraft and marine programs, then was named contract manager for the F-14. In 1969, he became director of contracts and in 1970 was selected as a Sloan Fellow at M.I.T. where he received his masters of science degree in management. Upon returning to Grumman he served as program manager for the F-14 until his appointment to his present position of deputy director of Grum-

man International.

Rodriguez is an M.I.T. graduate with 20 years experience in the aerospace industry. He joined Grumman in 1956 as an electronics engineer on the F-11 fighter. He had been associated with preliminary design, where his assignments included such concepts as the Missilier, a slow aircraft with multishot capability which led to the Eagle missile and the Phoenix; the Army's Mauler missile; and the overland radar proposal that led to the E-2C weapons system.

From 1964-67, he served as R.F. section head, and later manager, of Grumman avionics activities. In 1967, he became special assistant to then-Senior Vice President William Zarkowsky in charge of all aircraft programs, and subsequently had charge of the weapon system portion of the F-14 proposal; became deputy engineering manager, and later engineering manager for the F-14; and was made special assistant to the vice president and F-14 program director.

Beginning in June 1971, he attended M.I.T. as a Sloan Fellow where he received a masters of science degree in management. On returning to Grumman he was assigned to the executive staff where he studied and recommended action on various internal projects.

Later he became the proposal manager in the team effort with Boeing/Vertol on the Army's Advanced Attack Helicopter (AAH).



Pete Oram



Joe Rodriguez

A note for the young . . . and not-so-young

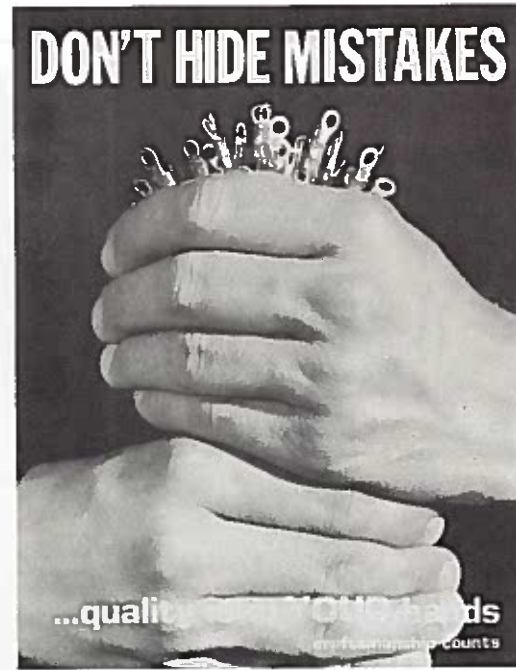
Application forms and updated general rules on the Grumman Tuition Reimbursement Program are available at Employee Services and field base administration offices.

Students are reminded that applications for fall term must be filed with the Tuition Reimbursement Office, Department 327, Plant 39, within 15

days of the school's last date of registration.

Anniversary luncheon . . .

In case you didn't catch the original notice, the annual 25-year luncheon this year is scheduled for Tuesday, December 18, at the Huntington Town House.



Craftsmanship stressed in new poster series



"The bug gave us the most trouble," says Ron Hill of Presentation Services who designed the "One bug . . . is one too many" poster, along with the other posters on this page.

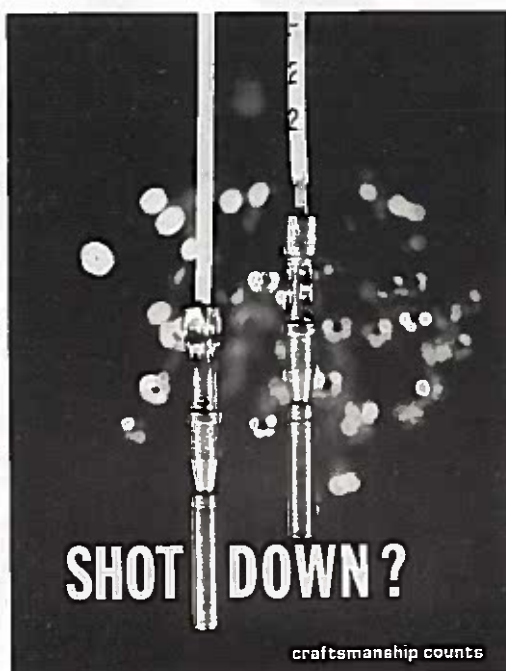
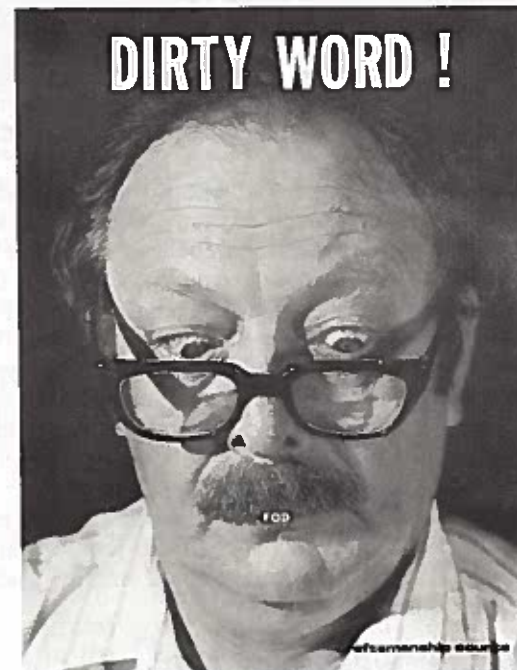
"The bug kept floating on its back," says Hill. "We finally had to mount the bug on a pin, anchor it with clay in the empty cup, then pour the coffee around it."

Hill—with the help of company photographer Dick Waldmann and copywriter Hal Easterson — created the art work at the request of Bob Munch, director of administration for Manufacturing Operations. The objective: to stress quality craftsmanship by focusing attention on some of the frequent causes of poor workmanship.

The theme is "craftsmanship counts" and the posters were actually designed to aid the E-2C Program. According to Munch, though, they will also be used for most of the other programs within the company.

"We're doing a lot of other things, too, to stress quality workmanship," Munch points out. "For example, we are providing litter bags inside the aircraft and to minimize congestion workmen must now wear identification badges and get permission from the plane captains before they can enter the aircraft."

Three posters will be displayed simultaneously, each for a three-month period. The first series consists of nine different posters; when that series is completed, a new group will be developed.



GAA sets Hobby Show dates; start accepting entries Oct. 1

If you've taken the summer off and haven't touched your needlepoint since those last raw days in March, better think about finishing that tablecloth . . . or, perhaps, you still have to apply a couple of coats of varnish to complete that end table you made in your basement workshop . . . or Whatever your hobby, there's not much time left before the Grumman Athletic Association calls for entries to its annual Hobby Show. All Grumman employees and Grumman retirees are eligible to participate.

Entries will be accepted starting Monday, October 1, through Wednesday, October 3, at the Plant 28 auditorium, from 12 noon to 1:30 p.m., and from 4 p.m. to 6:30 p.m. At Cal-

verton, entries must be submitted to Kay Eng of C.D.C., located next to the library. Her extension is 269.

For starters, entries must have been completed during the past year, says Chet Baumgartner of GAA, and one entry form must be filled out for each entry submitted. Estimated value of each exhibit must also be listed for insurance purposes.

Each participant in the GAA Hobby Show will be permitted two entries in any one category, or a maximum of six in all categories. Coin exhibits are limited to one display case.

Categories in this year's hobby exhibit are:

Ceramics; collections-coin; collections-stamps; collections-miscellaneous; crocheting; embroidery; general; gunsmithing; knitting; leather work; metal work; model planes-flying-scale; model planes-flying-non scale-original design; model planes-non flying-scale; model planes-non flying-non original design; model railroads; needlework; science-working models; sewing; ship models-kits; ship models-original design; ship models-scale; wood carving; wood work.

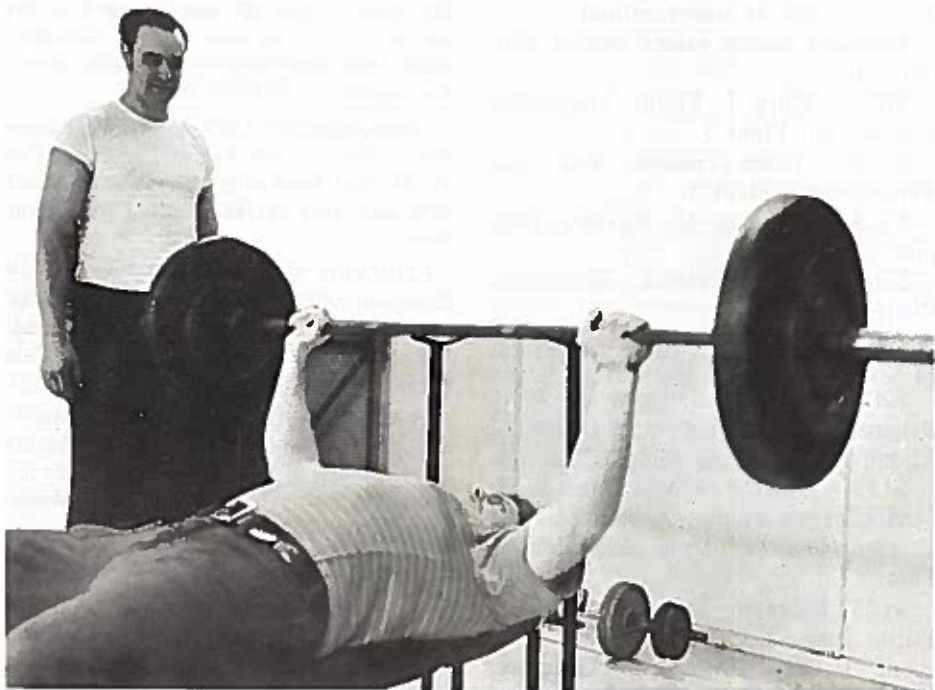
A reminder: hangers, forms, or items that will help in display of article should be supplied by exhibitor.

The Hobby Show will be open to the public from Friday, October 5, through Sunday, October 7. For further information, please contact GAA, Plant 30, Ext. 2133 or 2269.

The annual art and photo show will be held in late October. Particulars will be contained in the next issue of Plane News.

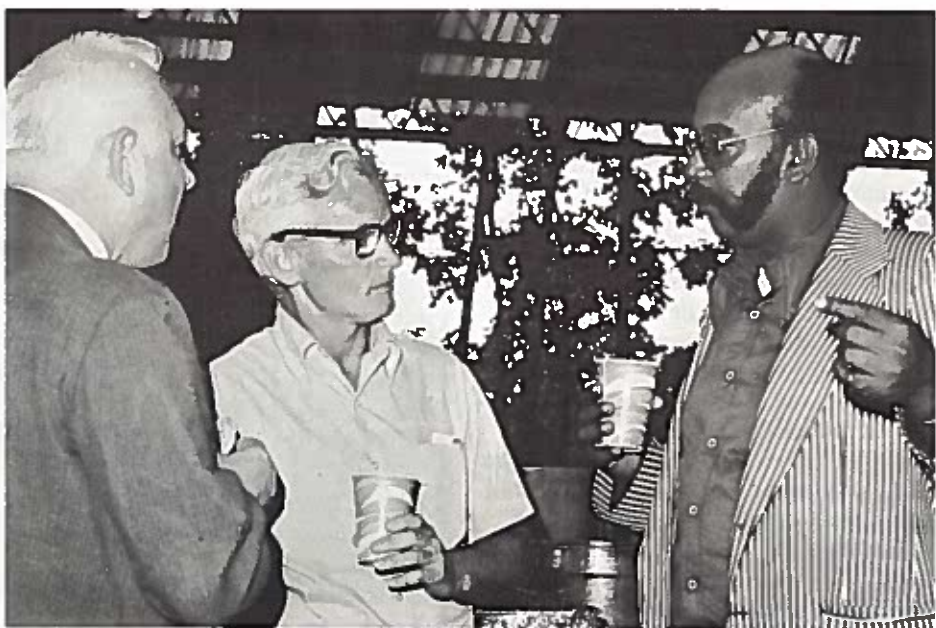


Big hitter. Ken Becker started this year off with a bang. The big hitter from Calverton threw 277 at Oscar's in the Trader loop.



U-U-U-U-U-H-H-H. Though it may not seem to be the most pleasant activity, weightlifting is pretty popular these lunchtimes at Calverton where the ole sarge, Bob Tarr, claims to have 20 new adherents to the sport. That bench press doesn't look too difficult, does it? (Photo by John Boles)

GRUMMAN, September 14, 1973



Getting together. Every year about this time, the plant coordinators working with the Opportunity Development Department, get together for an after-hours picnic at McKay Field in Bethpage. And, as you can see, the talk is as varied as the menu. Above, Bill Zarkowsky, Vice Chairman of Grumman Aerospace, chats with Tom Holmes and Ernie Simpson. And below, Yvonne DeJesus compares notes with Grumman Aerospace Treasurer Carl Paladino and ODD co-director, Bill Voorheest. (Photos by Bob Settles)



Jets see 'perfect' season going . . . going . . . gone

The pressure is on for the after-hours softball teams. Once you grab a play-off berth it doesn't necessarily matter how you played the game in regular season play, it's how you tackle the opponent in the final rounds.

Take the Jets of the Wednesday night league. They were undefeated until the last game of the season play, when they were handed their first loss by the Shadows, 12-10, which placed both teams in a tie for first. After the semi-final playoffs, again the Jets were at the short end of the bat, being eliminated by the Hellcats, 11-7. The victors relied heavily on the slugging of Tom Cobey, Jim Cruthers and Ed Krol.

The Hellcats were on a winning streak of five games when they entered the finals against the Shadows, but they failed to grab number six as

the Shadows blanked them, 6-0, in the first game of the best-of-five series. The Shadows are seeking their second straight title in the Wednesday loop, behind the strong bats of Al Wallace, Jim Schwaab, and Mike Gabriel, and in the fine fielding of outfielder Roger Carpenter.

The Jets were themselves again in the Tuesday night circuit, moving into the finals by defeating the Campbell Kids, 22-3 and 14-9. In the first outing, the victors pummeled the Kids with 12 runs behind the strong hitting of Jerry Rainford and Brian Scheu, who knocked two homers. In the final game of the series, Dennis Marrone went three-for-three, with one going over the fence, and Joe Stalzer, three-out-of-four, for the 14-9 victory.

Goddard shows how it's done

The Dahlia Show sponsored by the Grumman Garden Forum can certainly be called a success, especially by one of the flower shows managers, Roy Goddard. His entry, a Chicago Peace rose, won the "Best in the Show" prize, not to mention a first place award in the Single Dahlia class, and a second place in the designer's choice arrangement class.

Dahlias were the main attraction at the third and final show being held this year by the Garden Forum. The entire field of winners was dominated by Karl Hagen, who grabbed second, third, and honorable mention in the single dahlia class and first, second, and third in the miniature dahlia class. In the dahlia assortment category, it was Hagen's assortment that received first and second place ribbons.

There were over 130 entries in the Dahlia show. Winners in the other categories were: Mimi Abbatiello, seasonal material assortment; Gus Presier, manager of the show, seasonal material single stem, single flower category; Dot Kappenberg, also a manager of the show, arrangements - designers choice; and in the vegetable and fruits department, Charles Chlanda for multiple fruits; and Dick Brummer for single fruits.



Show stoppers. At the recent Dahlia Show sponsored by the Grumman Garden Forum, Vice President Jim Zusi (2nd R) was on hand to present 'Best in Show' award to Roy Goddard. Among the other winners at the exhibit were (L to R) Charlie Chlanda, Mimi Abbatiello, Karl Hagen, Dick Brummer, Dot Kappenberg, and Gus Presier. (Photo by Fred Annette)

Bids adieu by winning top idea award

About a month ago, Lewis Walley retired from Grumman where he worked as a senior lead expeditor in the Critical Material Control Department, in Plant 24. He had been with the company over 28 years. But before he left for his new home in Waynesville, North Carolina, he was honored as the top winner of the Project Sterling award for the month of August.

He received a \$900 U.S. Savings Bond.

About two years ago, Walley found a way to save manhours and replace three computer terminals with one. On completion of receiving and inspection of the critical material in Plant 24, originally when it was necessary to change the original location of the material it had to be done manually in a special log maintained by the receiving department. Walley suggested programming a Tele-processing terminal to have the capability of changing the original location of the material in the receiving warehouse, without having to log in manually. This suggestion eliminated 20 hrs. per week for inputting data on three terminal set-ups, and one hour a week manual logging and eliminated entirely the three formerly used terminals, which was replaced by one terminal.

Included among recent award winners are:

\$625 - Mark J. Elliott, Inspection Mechanical, Plant 3.

\$350 - James Holmes, Industrial Maintenance, Plant 5.

\$325 - Herman C. Kovler, Templates, Plant 2.

\$300 - Joseph Nardi, Templates, Plant 16.

\$275 - Charles M. Smith, Drafting Service, Plant 1.

\$200 - Charles Dragowitz, Aerodynamics Staff, Plant 35; James A. Thompson, Machine Shop, Plant 58.

\$175 - James F. Morgan, Jr., Prod. Management, Plant 77; Mitchell M. Peresad Sr., Industrial Engineering, Plant 77.

\$125 - Salvatore Tranchina, Vincent Delia, both of Sub. Assembly M.J., Plant 1; Paul Dale, Sub-Assembly, Plant 77.

\$100 - Albert J. Badstuebner, Wing Final, Plant 3; John Sexton, Tom Franza, Octave Sentenac, all of PPO A-6, Plant 25; Michael Gurello, Wil-

liam Sneider, both of Configuration Data Management, Plant 25; Luiz S. Rocha, Admin.-Staff, Plant 6; Donald Buniski, Flight Avionics, Plant 8; William J. Chapman, Final Assembly, Plant 1.

\$75 - Eugene B. Mills, Machine Shop, Plant 58; George H. Hammelman, Env. Ctl. and Test, Plant 5.

\$50 - George J. Kikta, Planning, Plant 2; Gerald H. Doran, EB Welding Final, Plant 2; John Proscia, Fuse Sub-Assembly, Plant 1;

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

FREDA M. PETERS, of Quality Control Laboratory, Plant 10, died August 1 at the age of 43. She had been with the Company since 1959 and lived at 57 Wall Street, Farmingdale.

BERNARDINO LEONE of Wing Inner Panel, Plant 2, died August 2 at the age of 58. He had been with the Company since 1948 and lived at 145 Rumford Rd., Kings Park.

EDWARD W. BURKE JR. of Product Engineering, Plant 1, died August 23 at the age of 47. He had been with Grumman Aerospace since 1967 and lived at 28 Walnut Place, Huntington.

WALTER SHILOWICH of Requirements and Scheduling, Plant 7, died August 23 at the age of 48. He had been with the Company since 1961 and lived at Manor Lane, Easthampton.

ROBERT T. COLES of Logistics, Space Center, died August 24 at the age of 62. He had been with the company over 31 years and lived at 375 Cypress Dr., Cocoa Beach, Fla.

WILLIAM E. CARMEN of Electrical Fabrication, Plant 5, died at the age of 63 on August 29. He had been with the Company since 1965 and lived at 64 3rd Ave., Merrick.



Bunch of ringers. When they're not on standby alert for the many test flights at Calverton, the Crash Crew likes to relax—and what better way than tossing a couple of horseshoes. And sometimes they even hit the stake. (Photo by John Boles)

For Rent
HOUSE: Deer Park, 3 bedrms., full cellar, 2 car gar., gas dryer, stove, wd. 4 acres, \$325. Cunmiff, Ext. 7401.
APART.: Farmingdale, 5 rms., 2 bedrms., kitch., din. rm., liv. rm., bath, heat & hot water, \$275 or 1 month security. CH 9-8391.
APART.: Deer Park, 3½ lg. rms., Sanitas in kitch., bathrm., two entr., a/c, wd. flrs. indiv. temp., walk-in closets, \$243 per mo. 586-5646.
APARTMENT: 10 min. from Calverton, 3½ rms., furn. 878-0521.
HOUSE: Dix Hills, 2 bedrms., 1 acre, occup. Oct. 1, stall space for (2) horses, \$50 additional, \$265. 757-3430.
ROOMS: Farmingdale, two lg. rm., priv. bath, priv. entr., 694-2059 after 4 p.m.
HOUSE: Pocono Mts., 2 bedrm, bath, kitch, liv. rm., din. rm., appr. 2 hr. from NYC, reasonable rates, LI 1-5177 after 6 p.m.
CONDOMINIUM: Fla., Palm Beach, Singer Island, ocean front, 1 bedrm., luxury apt. avail. Dec. thru March, pool, lawns, beach, compl. furn. 421-4089.
HOUSE: Long Beach, compl. furn., avail. from Sept. to May, 4 bedrms., \$260/mo. plus utilities. IV 5-1315.
STUDIO APART.: Compl. furnished, new, all util., inc. use of in grnd. pool, couple or single, \$225 per mo. CH 9-3145.
FURN. RM.: Farmingdale, \$25 per week. CH 9-0631.
HOUSE: Huntington, liv. rm., kitch., porch, 2 car gar., reasonable., Stinson, Ext. 3354.
BUNGALOW: Ferndale, N. Y., 2 bedrms., sleeps 4, compl. furn., screen, porch, util. inc. priv. lake, no pets, \$100 per wk. PY 6-3887, after 6 p.m.
APT.: Holbrook, unfurn., new 1,200 sq. ft. kitch., ref., 3 bedrms., util. rm., carpet, Ext. 61 LIE, \$300/mo. 588-1778.
APT.: Four mi. so. of Plant 5, priv. entr., priv. bath, cooking permitted, single pref. SU 1-5730.
GARDEN APT.: Sub/lease for 6 mos., \$231 last mo. free, Colony Park Apt., Ronkonkoma, 3½ rm., 2nd flr., priv. entr., firepl., a/c, dish. wash., balcony. 981-2569.
ROOMMATE: To share home Calverton area, pool, many extras. Business girl. 277-4666.
HOUSE: Southold, priv. lagoon, on bay, furn., 2 bedrms., big attic, rm., firepl., encl. porch, Sept. thru June 10, \$150/mo., own util. 692-9714 after 6 p.m.
APT.: Bedrm., liv. rm., full bath, priv. entr., W. Wenchell, Ext. 86128.

For Adoption
GUINEA PIG: Peruvian, w/cage, 3 yrs. old, brn/wht. 271-5796.
KITTENS: Two 3 months old, three 6 wks. 586-0757.
KITTENS: 3 wks. old. 931-5143.
TURTLE: Red Eer, 5 yrs. old, 5 in. x 3½ in. 433-8708.

Wanted
PLANE MODEL: Metal of P-57 Thunderbolt. AN 5-8529.
DRIFTWOOD: Furniture or furnishings. FR 8-3496.
MISC.: Lawn clippings or any other manure for composting. 665-4718.
MISC.: Cement mixer, wood lathe. 878-2186.
BOAT EQUIP.: Dual sta. steering gear box for 27 ft. boat, pipe steer. TU 8-0218.
GUITAR: Folk, 6 string. FR 9-0819.
BOOK: College Physics by Sears and Zemansky, 2nd or 3rd Edition. OV 1-0476.
COTTAGE: Summer or bunga'ow with lake rights, or priv., in N.Y. or Pa. SU 1-0645.
BICYCLE: Boys 10 spd., good cond., reason. 862-8284.
KAYAK: 2-man. PY 8-6920.
ROOM: In Nassau County, 486-0980 betw. 4:30 - 9 p.m.
HO TRAIN EQUIP.: esp. locos, for Holly Patterson RR club, Claire. SU 1-9615.
APART.: 3-4 rm. in Nassau-Suffolk. 796-4146.
HOUSE TRAILER: 25 to 35 ft. WE 1-2631 after 5 p.m.
APT.: Hicksville area, min. 2½ rms., nr. transp. 543-9587.

GRUMMAN, September 14, 1973

Ride Wanted
PORT JEFFERSON: from Bethpage, early shift, will pay. 928-4688.
Rider Needed
WEST HEMPSTEAD: nd .to Pitt. 03, 7:30 to 4 p.m., via-Hempst. Trnkp., Hempst. Ave., Wdffd. Rd. 486-0980 from 5-9 p.m.

Car Pool
CORAM: to Plant 40, 35, or 30, 7:30 to 4 p.m. 698-3641.

For Sale
HOUSE: Commack, hi-ranch, 4 bedrooms, 2½ baths, EIK, formal DR, paneled/beamed playroom, 2-car garage, carpeted thru/out, a/c, raised deck, large patio, fenced, front sprinklers, pool with redwood deck, extras, \$43,500. 543-2322.
FURY WAGON: '73, full pwr., 15,000 miles, a/c, three seats, lugg. rack, am/fm, 2 snow tires, \$4,200. 543-2322.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertizing will receive fair and equal consideration regardless of their race, creed, color, or national origin. Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under \$10, no firearms or ammunition.

T-BIRD: '72, fully equip., options, auto. temp contr., gar., wht. leather int., 212-389-6042 after 6 p.m.
PROPERTY: Pocono Mts., Pa., 1 acre, nr. lake with swimming rights, \$8,000. 623-3204.
BICYCLES: Girls 20 in. sting ray, 3 spd., \$20; girls 20 in. single spd., banana seat, hi-riser handle bars, \$15. MO 9-6381.
CAMPER: '69 Steury pop-up, fiberglass tp. w/skylite kit, sleeps 8, dinette, sink, stove, ice box, 5,000 btu heater, gas tank, new spare, \$800. 473-8833.
BOAT: Brand new fbgl. 12 ft. w/motor & xtras, \$300. FR 8-8825.
BOAT: Custom-built, runabout, Meyer, 16 ft., cedar lapstrake, mahogany deck, oak keel, 80 hp evinrude w/pwr. tilt, 20 gal. internal tank, w/trail., sturdy rig, best offer. 261-2628.
FORD: '64 Country Squire, 9 pass., a/c, good running, orig. owner, ask. \$325. 261-0975.
TOOL BOX: For pick-up truck, fleetside/spanwise type, Morrison commercial unit (steel) 2 door w/ tray, \$100. 938-3708.
FIAT: '70 Sport Spyder, 4 spd., 33 mpg., Pirelli radials, steel belt., am/fm, stereo, lugg. rack, \$1,000. 775-9001.
VW BUG: '66 tan w/sunroof, w/'68 eng. 1500 cc., 25 mpg., r/h, \$600. 884-3055.
HOUSE: Huntington Sta., 3 bedrms., ranch style, one-third acre, Indscpd., nr. schools, shops. 271-0224.
PONTIAC: '69 Firebird, 2 dr., 6 cyl., overhed. cam, p/s, p/, blue/blk top., 33,000 mi., \$1,495. WE 5-1745.
CAMPER: 18 ft. trailer Shasta, elec. brakes, fully self-contained., toilet, shower, stove, oven, hot water, refrig., 12 volt, 110 volt, gas lights, 8,000 lb. equulizer, hitch, mirrors, 822-8678.
TIRES: F78-15 used; camera, Brownie, fun saver, 8mm. 735-5261.
MISC.: \$14 credit slip, good at any "aid" auto supply store. 212-GE 8-1337.
BOAT: 17 ft. sport craft, '71 50 horse, Mercury, w/little dude trailer, many xtras, ask. \$1,500. 694-0738.
BOAT: '71 "T" Craft fbgl. runabout, 21 ft., '71 125 hp Johnson, '71 4 hp aux., (2) 20 gals, s/s tanks, compass, spotlit, fish pole holders, speed-ometer, plus many xtras, \$3,800. WA 1-4686.
TEMPEST: '67, 2 dr., 6 cyl., auto., power, \$475. 928-3976.

For Sale
BOAT: '70 tri-hull, bowrider, fbgl., navy tp., 40 hp Evinrude, cox tilt, trailer, 12v. batt., all equip., jackets, anchors, lines, oars, flares \$1,375. GE 3-7706.
PUPPIES: Min. schnauzer, akc., reg., ears/tails crop., all shots, avail. after Sept. 10, \$150. 584-7285.
TRAILER: '72 Apache Mesa, sleeps 6, sink, elec. pump, 3 burner stove, built-in heater, elec. brakes, \$1,350 firm or will trade for hdtp. trail. of equiv. value, 796-8588.
AWNING: For travel trailer, 10x14 with roll-up ties, \$60. WE 1-5366.
STA. WAGON: '68 Pontiac Catalina, 9 pass., p/s, p/b, w/w, trail. hook-up, rr. speaker, orig. owner, \$1,200. 221-4128.
RECLINER: Berkline, Ital. prov., 3 pos., \$75. 212-OR 1-2021.
TRAILER: Winnebago, 17½ ft., deluxe, sleeps 6, Reese "straitline" hitch, spare wheel, fully equip., \$2,800. MY 2-2812.
BOAT: 30 ft. Pearson sloop, '72, lifelines, racing gears, spinner rig., main, working jib, Genoa No. 2, roller reefing, bow/stern pulpits, teak coaming caps, stove, compass, depthfind. 261-3857.

MISC.: Mahog. bedrm. set, inc. 2 dress., chrs.; (2) sets of kitch. tbl. & chrs., (1) Olympia, script-type typewriter, reason. 694-3198.
SPORT WAGON: '66 Buick, v-8 auto, p/s, r&h, snows on rims, trail. hitch, 67,000 mi., orig. owner, \$690. 751-2872.
TRAILER: Avalon 14½ ft., sleeps 6, twin gas bot., elec. brks., ice box, head, stove, press. water syst., xtras. 266-3120 after 6 p.m.
MISC.: (4) wd. kitch. chrs., \$15; patio umbrella/ metal satnd, \$25; sofa bed, \$150. 588-6364.
HOUSE: Strathmore Colonial, Lake Grove, 4 bedrms., 2½ baths, 2 car gar., fam. rm., firepl., s/s, w/w, 6 appl., decorated, Indscpd., patio, \$42,500. 588 5625.
RUG: Orange shag, sunburst pattern, wool, ask. \$100; Biltrite low coach carriage, \$40. 212-291-7189.
MISC.: B&D elec. edgers, 2 yrs., smaller model 3 yrs. o'd, \$20-\$10. CH 9-9294.
POOL: 15x3½ ft., 2 yrs., \$75, above grnd. 433-7619.
VW ENG.: '65, 40 hp compl., rebuild., install., \$180. 273-6239.
CUTLASS: '66, p/s, r/h, new tires, brks., carb., ball joints, \$595. 588-2609 after 7 p.m.
BOAT: Trojan 22 ft., cabin cruiser, sleeps 3, galley, stand up head, bow rails, for in-outbd. eng., hull only \$250. 751-1706.
CAMERA: DeJur movie, 8 mm, zoom lens, elec. eye, roll film type, tripod, carrying case inc., \$40. GE 3-7706.
CADILLAC: '68, 4 dr. sedan, p/w, p/s, a/c, vinyl roof, all blk. int., \$1,850. 694-5465 after 6:30 p.m.
MISC.: Castro conv., red with gold slip cover \$65; oval braided rug, brn., 11x14, \$35. PY 8-9116, evgs.
MISC.: VW '66, bus trailer, hitch, \$10, snow tires, Opel 65x13, wheel \$15. girls bike, \$20; VW '66 buse transaxel. 785-5331.
CORNET: Bach Stradavarius, used one yr., ML bore, w/case, 1½ mouthpc., \$280. AN 5-1767.
BIKE: Boys Huffy, 10 spd., nds. adjust, ask. \$35. WE 8-7501.
HOUSE: Wantagh, 3 bedrm. ranch, 4 mi. from Grumman, w/w, fin. basemt., a/c, Indscpd., dish-wash, low 40s. 731-1386.
FISH TANK: 40 gal., xtras., \$50. 423-3611.
TV: Sylvania color, 21 in., w/am-fm-hono-stereo walnut cabinet, \$300. 681-9588.

For Sale
DATSUN: '72 240Z, silver, auto. trans., 27,000 mi., \$4,500 firm. 928-1709 after 6 p.m.
GRAND PRIX: '63, auto., r/h, p/s, p/b, p/w, \$300; surfbd., 7 ft. never used, \$75. H. Hulse, Ext. 84182.
GAME: Word, teaches 2 yr. child to read, \$10. 623-4046.
FURNITURE: Boys thomasville, trundle bed-matrr. SU 1-1375.
HOUSE: Bethpage, colonial, 4 bedrms., 2 baths, liv. rm., din. rm., eat-in kitch, den, store rm., ½ bath, full basemt. fin. flr., Indscpd., fenced, patio, awn., pool, 9 yrs., \$53,000. GE 3-0790.
MISC.: Antique balloon back chr., \$65; ant. solid walnut empire server, refinish. \$95. 757-2406.
CAMARO: '70 Rally Sport, 3 spd., gold w/blk. int., r&h, w.w. 541-5854.
DODGE: '70 Coronet, r/t, 2 dr. vinyl rf., 440 ci., w/headers, auto., new brks., shocks, 5 new wide oval tires, am/fm. 271-8830.
TIRES: Four Uniroyal rain, 650x16, mtd. on rims of Chevy pickup, tube-type, 15,000 mi., \$60. 261-0801.
MOTORCYCLE: '69 BSA, 650cc lightning, twin carbs, tach, new batt., 6,500 mi., \$750. 589-5931.
PROPERTY: Swan Lake, Sullivan Cty., compl. furn-ish., 2 bedrms., liv. rm., din. rm., screen porch, compl. Indscpd., nr. ski area. 234-1792.
SLIDE RULE: K&E log, log duplex, w/case instruc-tions, \$12. 842-7590.
HOUSE: Brentwood, 3 bedrm. ranch, w/w, dishwash., range, part, fin. basemt., pool, covered patio, xtras. \$29,500. 231-6774.
DODGE DART: '65, 4 dr. sedan, 6 cyl., auto., p/s, four new tires, snows on rims, new brks., orig. owner, 42,000 mi., \$575. 757-8301.
REFRIG.: Crosley, 56x25x25 deep., \$25. OV 1-4831.
MUSTANG: '66, auto., 289 eng., r/h, snows, rec. rebuilt. trans., nds. some eng. work, \$400. 231-7816 after 6 p.m.
MOTORCYCLE: MotoGuzzi, 750cc, ambassador, '72, \$1,500. OV 1-9568.
VW: Fastback '71, auto. trans., radial tires, r/h, bumper guards. 422-6243.
OLDS: Toronado '70, a/c, p/s, p/b, p/w, \$3,000. OV 1-9568.
MOTORCYCLE: '72 Suzuki 380, 3 cyl., 1200 mi., \$800. MO 7-9295 after 5 p.m.
MISC.: Round walnut cocktail tbl., sm. tbl., \$35 ea.; beaver jacket, size 12-14, nds. reclining, \$65 or best offer; folk guitar, \$35. JU 6-8129.
HOUSE: Plainview/Old Bethpage, 3 bedrm., ranch, brick, 60x100, fin. basemt., w/wet bar, 2 zone oil hwh, theropane wndws., w/w, Indscpd., d.w., wash., dryer, \$37,990. 694-7255.
PUPPIES: Poodles, toy, akc., brwn, males, female, 6 wk. old, \$125. 368-3281.
RANGE: Westinghouse elec. continental, never used, eye-level and base oven, self-clean. 212-441-5996.
LAND: Pocono ranch lands, ½ acre, \$7,000. 285-6763.
HOUSE: New Hyde Park, Oaks, brick fieldstone, 4 bedrms., liv. rm., din. rm. eat-in kitch., fin basemt., gar., low taxes, \$55,000. 437-6431.
PROPERTY: East Hampton, Clearwater beach, 100x 185 ft., prv. beach, docking fac., \$8,500. 423-2151.
VW: '65, rebuilt '68 eng., \$375. 935-5012.
MOTOR: 327 '69 Chevy, \$200. 643-5870.
MOTORCYCLE: '72 sportster XLCH, 74 rr. wheel, short sissy bar, soupped up, xtras. CH 9-2663.
CAMARO: '68 2 dr. blue, 327 eng., console, p/b, radio, new tires, \$850. 354-7986.
DUSTER: '72, grn., vinyl roof, auto. p/s, r/h, new tires, snows. HA 7-3536.
COMET: '63, \$90. 757-1395.
MUSTANG: '68, 29,000 mi., blk.-wht., \$1,500. 938-6140.
MERCEDES BENZ: '67, 300 SEL blue, ext., leather int., auto., a/c, radio, new Michelin radials, \$3,600. AT 6-0308.
ROAD RUNNER: '72, p/s, blue/blk. int. auto., con-sole, bucket, xtras, \$2,400. 489-3227.
VW: '69, 42,000, mi., new exhaust syst. new tires, \$795. 727-3132 after 5 p.m.
IMPALA: '64, a/t, r/h, new brks., nds. body wk. MO 9-7714 after 6 p.m.
IMPALA: '65, 4 dr. blue, auto., ask. \$350. 586-7774.
AMBASSADOR: '65, 2 dr., hd. tp., auto., v-8, p/s, p/b, r/h. 884-4734.
GTB: '68, grn., wht. vinyl roof, 400 ci, 4 spd. 929-4444.
TRUMPET: Couesoon, w/case, \$55 firm. 265-7738.

They've come a long way, fellas, and their links corps is growing

These days to say "You've come a long way, baby," would be taken as just another male chauvinist expression. Too bad, because that, in a way, tells the story of the Grumman Women's golf league. Even a male chauvinist would be hard pressed not to admit that after attending the annual Women's league awards dinner last week at the Holiday Manor.

When it started, the women's league could hardly guarantee its members that they would be playing on a regular

basis—that is, if enough women showed an interest in joining the loop. But over the years, the folks at Bethpage began to welcome the girls with same—sometimes more—enthusiasm as they display toward men's leagues.

As the league got stronger, officers of the organization made sure that every female golf enthusiast was given a chance to play on the links. What has developed in the women's league is a unique "farm system" in which female golfers, as they progress in the golfing world, move up into more experienced leagues. So, there are now four nights when women take to the links; the beginners and intermediates at the Hill 'n Tree course and the more experienced players teeing off each week at Bethpage.

President and originator of the league, Eileen Toomey, MCed the annual event in which Grumman Corporation Vice President and Controller, Pat Cherry became the second "honorary member" of the league—Senior Vice President George Titterton being named the first "honorary member" last year at the dinner.

Winners of the awards were: Most improved—Mado Lamounette (Mon.), Terri DeLeo (Tues.), Regina McKenna (Wed.), Sharon McShane (Thurs.); Low Net: Peg Griffith (Mon.), Kathy Hager (Tues.), Eileen Toomey (Wed.), Leslie Coursen (Thurs.). First place teams—V. Dooley-E. Ross (Wed.); Coursen-McShane (Thurs.); second place teams—Bertha Siegl-McKenna (Wed.), Helen Greiff-Val Carmody (Thurs.). Special awards were presented to: longest drive—Joan Cetta (Mon.), K. Hager (Tues.); E. Toomey (Wed.), S. McShane (Thurs.); closest to pin—V. Smith, (Mon.), Carman Vaughn (Tues.), Elaine Ross (Wed.), Kathy Housley (Thurs.).

Women halted in title bid

Diamonds are not necessarily a girl's best friend, especially softball diamonds. But you can't say the Grumman women's varsity softball team hasn't tried. They entered the L. I. Women's Industrial League tournament and won the first round game, 13-6, over the ever-powerful Levitt & Sons (daughters?) team.

Pitcher Carol Mayer chalked up her sixth win of the 16-game season. Big sluggers for the Grummanettes were second baseman, Joan Intravaia, with two doubles and two RBIs; catcher Carol Goodwin, got off the bench long enough to hit a double, while Kathy Degnan slammed a homer and a double. The team's most valuable player, Rita Hudak, and Sharon Grosser each connected for three-baggers.

The girls were not quite so lucky in the second round of the tournament, falling to Lambda, 9-3. Though it proved to be a losing season, the coaches Ray Manzo and Jim Schwaab, have high hopes of bettering the team's record of 6-10 next year.



They're honored. Pat Cherry, shown with league president, Eileen Toomey, at right, receives plaque making him honorary member in recognition of his support of ladies golf circuit since it was established some years ago. Also honored at the recent awards dinner was this group (above) that carted off most of the individual prizes from league play.



Tee loops nearing final session

Action is still heavy in 43 GAA after-hours golf leagues, with most of the loops beginning on the final turn to determine team champions. Although most of those titles are still to be determined, there have been some outstanding individual rounds turned in recently, among them a sparkling two-under-par 34 recorded by Jim Herzberg of the Engineering Blue loop on the front nine at the Bethpage Green course.

That wasn't the only one, of course. Joe Famiglietti shot 58 for 14 holes at Bethpage during a session of the Tiger loop to follow up a 60 for 14 holes, including a eagle-2 on the 10th hole of the Bethpage Blue layout earlier. Others who dropped eagles during competition included Bob Brown, an eagle-2 on the first of the Yellow in Gulfstream play; Jim Koch, an eagle-2 on the first hole enroute to a 40 in the Program Management circuit at Hauppauge Country Club; and John Zalewski of Purchasing who had an eagle-3 on the seventh of the Bethpage Black course.

On the Red course at Bethpage, Robert Kearney of the Facilities Engineering league, shot a one-over-par 36 on the front nine, closing with a birdie three on the ninth hole.

Among the other pin highlights: Jim Mensky's 57 and Howard Moffett's 61 for 14 holes at Bethpage in the Avion-

ics league; Ralph Hanus's 40 and Don Swezey's 42 for nine-hole action in the Quality loop; and Joe Sherry's 49 in Logistics Pricing play.

E-2C will operate with F-14 on West Coast

The E-2C is in the midst of meeting another milestone. The aircraft designated A-1—which has been undergoing Bureau of Inspection and Survey (BIS) trials at the Naval Air Test Center, Patuxent River, Md.—departed recently for the West Coast. Its objective: to operate off the Southern California coast from North Island where it will conduct data link testing with F-14 aircraft from Point Mugu.

E-2C BIS trials program test director Jim Philbin will accompany the aircraft with approximately 10 Grumman support people.

While the West Coast operations are a major part of the total BIS effort, some data link testing with the F-14 has already been accomplished. The objective at North Island, though, is to evaluate the E-2C's ability to conduct LINK-4 control of fighter aircraft and data transfer between the E-2C and the F-14.

GRUMMAN, September 14, 1973

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